VOL. I.

HONOLULU, HAWAIIAN ISLANDS: SATURDAY EVENING, SEPTEMBER 23, 1893.—SIX PAGES.

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OIL AS FUEL FOR SHIPS. Benefits and Drawbacks in the Substitution of Petroleum for Coal.

NO. 153.

Washington, August 31 .- The success of the British steamer James Brand in using petroleum for the generation of steam during a period of three days, on a recent voyage to Phila-THE BANK OF CALIFORNIA, SAN FRANCISCO delphia, affords another illustration of the adaptability of liquid fuel for navigation. It is rather curious that two classes of vessels in which these experiments have been made, and often with success, are those in which the general use of oil as fuel would be most objectionable. One class is that of the vessels employed, like the James Brand, in carrying oil in bulk, since the great quantity of inflammable material in the cargo might naturally cause anxiety among the underwriters, and so raise the rates of insurance, or in some cases make them prohibitory. Another class is the war vessels, which in battle would run the risk of the explosion of their stores of petroleum by the fire of the enemy. Nevertheless, the great advantages of this fuel for some kinds of war vessels, particularly torpedo boats, has caused experiments to be conducted with it, and some very favorable reports have been made as to its practicability. It is shown that the liability to explosion has been greatly diminished in various ways, particularly by using residuum, which is noninflammable up to a very high temperature, and by carefully constructing the apparatus. Besides, it is possible to

carry the fuel some distance beneath the water line. But, apart from the question of its use on war ships, the possibility of using petroleum safely on mercantile vessels carrying general cargoes seems to be more and more clearly shown, and the matter even now has been largely, though perhaps not wholly, reduced to the consideration of expense. It is true that there would also, probably, be some opposition among travellers to its employment, as an unnecessary risk, and taking this prejudice together with the extra cost passenger steamers do not now generally resort to it. But after all, steam is also an explosive under certain conditions, while war ships carry powder magazines which could blow them to atoms, and yet which are subjected to such safe-guards that an

explosion through negligence in time of peace is of the rarest occurrence. Again, the use of petroleum for stationary boilers in manufactures is most familiar, and it is only an extension of the principle which would apply it to locomotive and marine boilers. When Rates are Equal, - Get the Indeed, it has made its way even into households, thousands of oil stoves WILDER & CO., Agents. being used; and very likely this fact would be found to have gone far toward removing popular objections to employing liquid fuel on passenger

steamers, should this be undertaken. Two very famous sets of experiments are those of the locomotives on the Oroya Railroad of Peru and those of the London and Pacific Company's steamship, Ewo, running on the Pacific coast of South America. The latter had made eight and a half knots, with For Vancouver, B.C., ASSETS Dec. 31, 1892, \$175,084,156.61 | seven tons of coal per day, but reached nine knots on less than four tons of oil residuals. The evaporative power of oil is about as seven to four, but as coal occupies rather more space than the same weight of oil, the effective power is really about double in a ship's supply. Captain Carmichael, the commander of the Ewo, used residuum, which was non inflammable until heated to 350 degrees, and was therefore safe He also found that the oil did not volatilize perceptibly, nor lose its power in the tanks, and that it had DRY GOODS, BOOTS, SHOES, no disagreeable smell. A great advantage was that the state of the weather made no difference in the ability to get up steam, and that the pressure on the boilers was constant and another was that very few firemen and tenders were needed. The tubes on the Ewo only needed to be cleaned once in six months, and were not found

> On the Oroya railroad two competiive locomotives exactly alike, except that one used oil and the other coal, were run for a period of five months over the same tracks, alternately pulling equal trains. It was found that while the consumption of coal per mile was a little over seventy-nine pounds, that of oil was only about thirty-eight and a half pounds. The result was the reguiar use of oil as fuel, and another railroad in that neighborhood adopted it. It is said that an Argentine railroad has all its engines adapted for this purpose, and, in fact, the South American steamships and railroad lines furnish abundant and valuable data on this

dirty then.

Italy has also contributed much to the question of employing oil for marine boilers. She used a mixed fuel of coal and petroleum on the war ship Messaggieros, thereby adding two knots to the speed, but with some damage to the boilers. Next, Italy experimented with STEAM COCKS, and all other fittings the Ancona and the Castelfidardo, getting favorable results. More recently the system of Engineer Cuniberti, used upon the Schichau terpedo boat No. 104 at Spezia, has shown excellent results. The fuel was refuse petroleum, and it was found that after many successive days of use the boiler and the

(Continued on Sixth Page.)